

B. F. TAYLOR,
Steamer.

Liquors and Steam Launches
Supplied.
ILOILO, PHILIPPINE ISLANDS.

The Hongkong Telegraph.

ESTABLISHED 1881.

THE UNITED ASBESTOS
ORIENTAL AGENCY.
Sales Agents for the
UNITED ASBESTOS CO.,
LIMITED, LONDON,
DODWELL & CO., LIMITED,
General Managers.

NEW SERIES NO. 1873. 日三月五午七十二精光

MONDAY, JULY 8, 1901.

一拜福

號八月七英港香

THIRTY DOLLARS
PER ANNUM.

Banks.

THE YOKOHAMA SPECIE BANK, LIMITED.
ESTABLISHED 1860.
CAPITAL SUBSCRIBED Yen 24,000,000
CAPITAL PAID-UP 18,000,000
CAPITAL UNCALLED 6,000,000
RESERVE FUND 8,310,000

Head Office—YOKOHAMA.

Branches and Agencies.

TOKIO KOBE
NAGASAKI LONDON
LYONS NEW YORK
SAN FRANCISCO HONOLULU
BOMBAY SHANGHAI
TIENTSIEN NEWCHWANG
LONDON BANKERS: THE LONDON JOINT STOCK BANK, LTD.
PARKS' BANK, LTD.
THE UNION BANK OF LONDON, LTD.
HONGKONG BRANCH.—INTEREST ALLOWED
On Current Account at the rate of 2 per cent.
per Annum on the Daily Balance.
On fixed deposits for 12 months at 5 per cent.
" " " 6 " 4 "
" TARO HODSUMI, Manager.

Hongkong, 17th April, 1901. [11]

THE NATIONAL BANK OF CHINA,
LIMITED.

Authorised Capital £1,000,000
Paid up Capital £24,374

HEAD OFFICE—HONGKONG.

Board of Directors:—
Chan Kit Shan, Esq. T. C. Ewens, Esq.
Chow Tung Shing, Esq. J. T. Lauts, Esq.
Chief Manager, GEO. W. F. PLAYFAIR.

Interest for 12 months Fixed 5%
Hongkong, 20th December, 1899. [18]

HONGKONG AND SHANGHAI
BANKING CORPORATION.
PAID-UP CAPITAL \$10,000,000
RESERVE FUND:—
Sterling Reserve \$10,000,000
Silver Reserve \$3,000,000
RESERVE LIABILITY OF PROFTORS \$10,000,000

COURT OF DIRECTORS:
R. SHEWAN, Esq., Chairman.
Hon. J. J. BELL-IRVING, Deputy Chairman.
A. Haupt, Esq.

D. M. Moses, Esq. N. A. Siebs, Esq.
A. J. Raymond, Esq. H. W. Slade, Esq.
R. L. Richardson, Esq. H. E. Tomkins, Esq.
H. Schubart, Esq. Paul Wirkowski, Esq.

Chief Manager:—
Hongkong—Sir THOMAS JACKSON.
MANAGER:

Shanghai—H. M. BEVIS, Esq.
LONDON BANKERS—LONDON AND COUNTY
BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 2 per cent.
per Annum on the daily balance.

ON FIXED DEPOSITS:
For 3 months, 2½ per cent. per Annum.
For 6 months, 3½ per cent. per Annum.
For 12 months, 4 per cent. per Annum.
T. JACKSON,
Chief Manager.

Hongkong, 4th June, 1901. [19]

HONGKONG SAVINGS BANK.
THE Business of the above Bank is conducted
by the HONGKONG AND SHANGHAI
BANKING CORPORATION. Rules may be
obtained on application.

INTEREST ON deposits is allowed at 3½ PER
CENT. per annum.

Depositors may transfer at their option
balances of 120 or more to the HONGKONG AND
SHANGHAI BANK to be placed on FIXED
DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI
BANKING CORPORATION,
T. JACKSON,
Chief Manager.

Hongkong, 4th October, 1900. [20]

IMPERIAL BANK OF CHINA.
ESTABLISHED BY IMPERIAL DECREE
OF THE 12TH NOVEMBER, 1896.

Shanghai Taels.
SUBSCRIBED CAPITAL 5,000,000
PAID-UP CAPITAL 2,000,000

Head Office—SHANGHAI.

Branches and Agencies:
CANTON PEKING
CHEFOO PENANG
CHINKIANG SINGAPORE
CHUNKING TIENSIN
HANKOW.

The Bank purchases and receives for collection
Bills of Exchange drawn on the above
places, and Sells Drafts and Telegraphic Transfers
Payable at its Branches and Agencies.

HONGKONG BRANCH.
Advances made on approved securities.
Bills discounted.

INTEREST ALLOWED ON DEPOSITS:
3% per Annum Fixed Deposits for 3 months
4% " " 6 "
5% " " 12 "
E. W. RUTTER,
Manager.

Hongkong, 1st January, 1901. [21]

THE CHARTERED BANK OF INDIA,
AUSTRALIA AND CHINA.
INCORPORATED BY ROYAL CHARTER, 1853.

HEAD OFFICE—LONDON.
CAPITAL PAID-UP £800,000
RESERVE LIABILITY OF SHARE-
HOLDERS £800,000
RESERVE FUND £575,000

INTEREST ALLOWED or CURRENT
ACCOUNT AT the Rate of 2 per cent. per
annum on the Daily Balances.

On Fixed Deposits for 12 months 4 per cent.
6 " 3 " 3 " 2 "

T. P. COCHRANE,
p. Manager.

Hongkong, 22nd May, 1901. [22]

GREEN ISLAND CEMENT COMPANY,
LIMITED.

PORTLAND CEMENT.
£5.50 per Cask of 375 lbs. Net ex Factory.
£3.30 per Bag of 25 lbs.

SHEWAN, TOMES & CO.,
General Managers.

Hongkong, 1st June, 1901. [23]

Mails.

PENINSULAR AND ORIENTAL STEAM
NAVIGATION COMPANY.

(to)

FOR	STEAMERS	CAPTAINS	TO SAIL	REMARKS
MARSEILLE	Juve	G. W. Gordon, R.N.R.	About 12th July	Freight or Passage,
and LONDON				
S'HAI & JAPAN	Banca	G. W. Babot	About 18th July	Freight only.
SHANGHAI	Coromandel	F. W. Vibert, R.N.R.	About 19th July	Freight or Passage.
LONDON, &c.	Sunda	E. R. Dowell, R.N.R.	Noon, 29th July	Freight or Passage.

(See Special Advertisement).

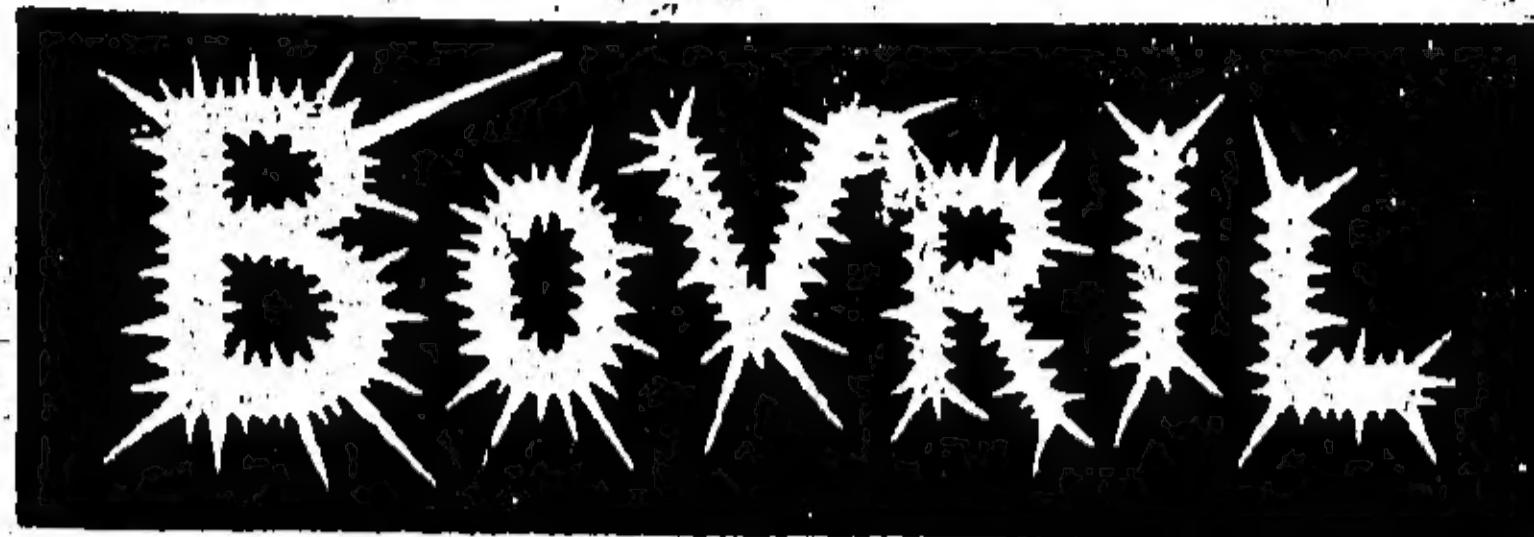
For Further Particulars, apply to

H. A. RITCHIE, Superintendent.

Hongkong, 6th July, 1901. [24]

Intimations.

Bovril Promotes Energy and takes away
that tired feeling which life in the East pro-
duces. Unrivalled for Athletes and persons
of either sex cultivating physical strength.
To be obtained at all Stores, Chemists and
Hotels throughout Hongkong, China and
Japan. [287c]



BOVRIL PROMOTES HEALTH,
STRENGTH AND ENERGY.

UNITED ASBESTOS ORIENTAL
AGENCY, LIMITED.

SOLE AGENTS IN
HONGKONG, CHINA, JAPAN, AND THE STRAITS SETTLEMENTS,
FOR THE
UNITED ASBESTOS CO., LTD., LONDON,
CONTRACTORS TO H.M. GOVERNMENT.

MANUFACTURERS OF THE
Best Qualities of ASBESTOS GOODS and PACKINGS.

HYDRAULIC and SELF LUBRICATING PUMP PACKINGS, of all kinds.

"VICTOR" METALLIC BOILER JOINTS.

ASBESTOS SALAMANDER BOILER COVERING COMPOSITION of the best qualities.

ESTIMATES given for every DESCRIPTION OF WORK.

CHIEF SUPERINTENDENT THOMAS SKINNER.

SUPERINTENDENT ARCHIBALD RITCHIE.

DODWELL & CO., LIMITED, General Managers.

[25]

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SUPERINTENDENT ARCHIBALD RITCHIE.

DOD

Intimation.**ESSETS FLUID.**

VERSUS

PLAGUE.

What pure Carbolic Acid can do in
three hours ESSETS FLUID does
in nine minutes.

The microbe or bacillus of bubonic
plague grows readily in artificial
media and is destroyed by Essets
Fluid.

Essets Fluid is superior in every
way to pure Carbolic Acid.

*Sole Agents:***WATKINS,
LIMITED.**

QUEEN'S ROAD.

Hongkong, 6th July, 1901. [714c]

**To-day's
Advertisements.****NOTICE.**

THE attention of the community is drawn to the fact that SIGNATURE SHEETS, to be attached to a Petition to the Right Honorable the Secretary of State for the Colonies, asking for the Appointment of a Commission to Inquire into the Sanitary Condition of Hongkong, &c., are open for Signature at the following places:—

Messrs. A. S. Watson & Co., Ltd.
Messrs. Kelly & Walsh, Ltd.
Messrs. Lane, Crawford & Co.
Messrs. W. Brewer & Co.
Messrs. Caldbick, Macgregor & Co.
The Robinson Piano Co., Ltd.
The Victoria Dispensary.
Messrs. Watkins, Ltd.
The Hongkong Hotel, Ltd.
The Peak Hotel.
The Hongkong Daily Press Office.
Mr. H. Rutonjee's Kowloon Store.
Copies of the Petition may also be seen at the above.

Hongkong, 2nd July, 1901. [700c]

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship
"LOONGSANG," Captain G.S. Weigall, will be despatched above on FRIDAY, the 12th instant, at 4 P.M. This Steamer has Superior Accommodation for First class Passengers, is fitted throughout with Electric Light.

For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.
Hongkong, 8th July, 1901. [716c]

THE CHINA AND MANILA STEAM-
SHIP COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship
"DIAMANTE," Captain J. Rattenberry, will be despatched above on SATURDAY, the 13th instant, at Noon. The Attention of Passengers is directed to the Excellent Accommodation provided by this Steamer. She is fitted throughout with Electric Light.

A Doctor is carried.
For Freight or Passage, apply to
SHEWAN, TOMES & Co.,
General Managers.
Hongkong, 8th July, 1901. [720c]

FOR NEW YORK.

THE 3/5 A. I. I. American ship
"MANUEL LLAGUNO," will load during September and October, sailing about 25th October.
For Freight, apply to
SHEWAN, TOMES & Co.
Hongkong, 8th July, 1901. [727c]

NOTICE TO CONSIGNEES.**"GLEN" LINE OF STEAMERS.**

FROM MIDDLESBRO, ANTWERP,
LONDON AND STRAITS.
THE Steamship.

"GLENLOGAN."

having arrived from the above Port, Consignees of Cargo by her, are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd, at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Optional cargo will be carried on unless instructions are given to the contrary before 4 P.M., TO-DAY.

Goods not cleared by the 14th instant, will be subject to rent.

No Fire Insurance has been effected.

All ship damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Co. within ten days of steamer's arrival, after which no claims will be recognised.

MCGREGOR BROS. & GOW.
Hongkong, 8th July, 1901. [717c]

**To-day's
Advertisements.**THE HONGKONG LAND INVESTMENT
AND AGENCY COMPANY,
LIMITED.

A N INTERIM DIVIDEND of SIX Dollars per Share for the six months ending 30th June, 1901, being at the RATE of TWELVE per Cent per annum, will be PAYABLE on the 27th instant, on which Date DIVIDEND WARRANTS may be obtained on Application at the Company's Office, No. 5, Queen's Road Central.

The TRANSFER BOOKS of the Company will be CLOSED from the 22nd to the 27th instant, (both Days inclusive).

By Order of the Board of Directors,
A. SHELTON HOOPER,
Secretary.
Hongkong, 8th July, 1901. [726c]

THE WEST POINT BUILDING CO.,
LIMITED.

A N INTERIM DIVIDEND of ONE Dollar and FIFTY Cents per Share for Six Months ending 30th June, 1901, will be PAYABLE on the 27th instant, on which Date DIVIDEND WARRANTS may be obtained on Application at the Company's Office.

The TRANSFER BOOKS of the Company will be CLOSED from the 22nd to the 27th instant, (both Days inclusive).

By Order of the Board of Directors,
A. SHELTON HOOPER,
Secretary to the Hongkong Land Investment and Agency Co., Limited.

General Agents: The West Point Building Co., Limited.
Hongkong, 8th July, 1901. [728c]

NAVIGAZIONE GENERALE ITALIANA,
(Floro and Kubatino United Companies),
STEAM FOR

BOMBAY VIA SINGAPORE AND
PENANG.

Having connexion with Company's Mail
Steamers to ADEN, SUEZ, PORT SAID,
MESSINA, NAPLES, LEGHORN and
GENOA.

ALSO VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE, and "SOUTH AMERICAN PORTS" up to CALLAO.

Taking cargo at through Rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.

THE Steamship

"BISAGNO," Captain P. Brusca, will be despatched as above on SATURDAY, the 13th instant, at Noon.

At BOMBAY, the Steamer is discharging in VICTORIA DOCK.

For further Particulars regarding Freight and Passage, apply to

CARLOWITZ & Co., Agents.
Hongkong, 8th July, 1901. [721c]

UNITED STATES AND CHINA-JAPAN
STEAMSHIP LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Company's Steamship

"INDRANI," Captain Hill, due here on the 11th instant, will be despatched as above on SATURDAY, the 13th instant, at Noon.

For Freight, apply to
JARDINE, MATHESON & Co., General Managers.
Hongkong, 8th July, 1901. [722c]

THE OSAKA SHOSEN KAISHA,
LIMITED.

FOR TAMSUI VIA SWATOW & AMOY.

THE Company's Steamship

"DAIGI MARU," Captain K. Sobajima, will be despatched for the above Ports, on SUNDAY, the 14th instant.

For Freight or Passage, apply to
THE MITSUI BUSSAN KAISHA, Agents.
Hongkong, 8th July, 1901. [226c]

FOR CALCUTTA (DIRECT)
VIA SINGAPORE.

THE H.A.L. Steamship

"C. FERD. LAEISZ," Captain Fuchs, will be despatched for the above Ports, on FRIDAY, the 19th instant, at Noon.

For Freight and further Particulars, apply to

HAMBURG-AMERIKA LINIE,
Hongkong Office, Queen's Buildings, No. 1.
Hongkong, 8th July, 1901. [723c]

SHEWAN, TOMES & CO.
"NEW YORK" LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"ARARA," Captain Williamson, will be despatched for the above Port, on or about the 15th August.

To be followed by the
S.S. "ATAKA," on or about 15th September.

For Freight, apply to
SHEWAN, TOMES & Co., Agents.
Hongkong, 8th July, 1901. [527c]

FOR NEW YORK.

THE 3/5 A. I. I. American ship

"MANUEL LLAGUNO," will load during September and October, sailing about 25th October.
For Freight, apply to
SHEWAN, TOMES & Co.
Hongkong, 8th July, 1901. [727c]

NOTICE TO CONSIGNEES.

"GLEN" LINE OF STEAMERS.FROM MIDDLESBRO, ANTWERP,
LONDON AND STRAITS.

THE Steamship.

"GLENROY," having arrived from the above Port, Consignees of Cargo by her, are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd, at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Optional cargo will be carried on unless instructions are given to the contrary before 4 P.M., TO-DAY.

Goods not cleared by the 14th instant, will be subject to rent.

No Fire Insurance has been effected.

All ship damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Co. within ten days of steamer's arrival, after which no claims will be recognised.

MCGREGOR BROS. & GOW.
Hongkong, 8th July, 1901. [717c]

**To-day's
Advertisements.**

GOVERNMENT BILLS.

On the 6th July, at 3, Seymour Terrace, the wife of G. A. Woodcock, of a son, stillborn.

BIRTH.

We learn that the Hon. R. D. Ormsby has resigned his post as Director of Public Works. It is not yet settled who is to fill the vacancy, but it is to be hoped that we shall have a man appointed who has had experience of sanitation and reclamation work.

The Press, of the 29th ult., states:—Two Frenchmen from the French transport *Vinch Long*, now in Nagasaki harbour, brutally attacked a Chinaman and a policeman on Thursday evening. On the men were arrested and remitted to the Chih Saibansho for trial.

It is to be hoped that the weather will hold up for the Volunteer Concert this evening. There have certainly been numerous showers to dodge during the day, but if this is the least hope of a fair evening, we feel sure that few will fail to take advantage of this bit of amusement offered right in the dullest part of our dull season.

ONE has to be right up to date to note all the new makes of Messrs. Watkins Limited. The latest of the Crown brand aerated waters is Claret and Lemonade non-alcoholic and a splendid thirst quencher. Messrs. Watkins have also placed a medicine before the public in the form of Cinchona Tonic, a preventive of Malaria and typhoid fevers. So at last one can take a long drink at a moderate price and improve one's health.

THE funeral ceremony of the late Mr. Hoshi took place at Shokoji, Shiba, on the 20th ult., says the *Kokumin Shimbun*, the bier having left his residence at 8 A.M. Countless multitudes assembled at the temple, including nobles and statesmen of highest ranks and influence and other noted citizens all to mourn the dramatic end of the statesman's career. Marquis Ito, the President of the *Rikken Seiyu Kwai*, and Count Itagaki, the former leader of the Liberals and an old friend of the deceased read their rather short but extremely pathetic, funeral eulogies on the occasion.

TUNG FU-HSIAN is said to be on the war-path once more and brigandage is on the increase, so it does not look as though the country were yet in a fit state to be left to the tender mercies of the Chinese troops for the preservation of order. Even in Canton apprehensions are being felt of renewed disturbances in the north, and our Correspondent tells us that the traders are fearful of sending goods up in large quantities.

This does not look very hopeful for trade. If the Chinese once take flight, all trade must needs come to a standstill, and there can be little doubt but they are on the verge of a panic now. We do not look forward with any degree of confidence to a long maintenance of tranquillity after the withdrawal of the troops. In all probability the anti-foreign party will see in the withdrawal another chance of striking at the foreigner, particularly as the prime movers of the Boxer rising, the men who were the root and cause of it all, have been allowed to escape punishment.

REUTER'S TELEGRAMS.

THE WAR LOAN BILL.

LONDON, July 5th.

The War Loan Bill has passed the second reading.

BRITISH SOUTH AFRICA.

Commandant Botha is encamped in the high veldt at East Springs.

It is estimated that over 13,000 Boers still remain in the field.

Between the 5th July and 2nd August, eleven vessels will take 1,000 fresh troops and 5,000 horses to the Cape.

LATER.

HENLEY REGATTA.

In the race for the Grand Challenge Cup,

Lunder beat *Pennsylvania* by a length, after a magnificent struggle. The excitement was intense.

THE BRITISH NAVY.

The shipbuilding programme for 1901 includes three battleships of 16,500 tons each, six armoured cruisers, and ten destroyers of an improved type.

*CASUALTIES IN SOUTH AFRICA
DURING JUNE.*

The official list of casualties in South Africa during June gives, fifteen officers and 152 men killed, forty two officers and 444 men wounded, three officers and 75 men missing.

**LORD ROSEBERY AND THE
LIBERAL PARTY.**

July 6th.

Lord Rosebery has returned to London.

The speculation as to his attitude is of interest owing to the Liberal Party's recent success in the election.

BRITISH SOUTH AFRICA.

MORE TRAIN WRECKING.

The Boers to the north of Naboomspruit have wrecked a train from Pietersburg, killing Lieutenant Best and nine men of the Gordons, and nine others.

The following items are from the *P. & T. Times* of the 29th ult.:—

The Provisional Government have engaged

sixty specially selected Chinese police for the river work, and their uniform is distinct from the others, being grey with red facings, etc.

The officers, and N.C.O.'s and men of the R.W. Fusiliers courteously circulated a card of thanks to the ladies of Tientsin for decorating the graves of their comrades on the 17th instant.

32, rounded up a mob of 16, and although according to their statements they were mostly sleeping, they were each fined \$2 or 8 days. Gambling will become a thing of the past amongst the Chinese when Hongkong Harbour is dry land or the dredger is raised.

LESSENING THE WORK OF THE P. O.
Lo Tung was accused by P.C. 522 as to the contents of a parcel he was carrying. He said it was medicine but, on being opened up, it was found to contain 50 letters addressed to Macao lottery firms. He paid the \$100.00, the fine inflicted.

THE GREAT BANVARD'S STAR VAUDEVILLE COMPANY.

The above Company gave their first performance in Hongkong on Saturday night at the R.E. Theatre, Wellington Barracks. owing to the City Hall being unavailable they were greatly handicapped, as several of the items on the programme had to be abandoned owing to the unsuitability of the stage. However, on the whole it must be said that the entertainment was a decided success and most pleasant evening's enjoyment was provided. The whole of the Company performed so well that it seems almost invidious to mention names, but we must specially remark on Miss Omra Chirlota's rendering of "Back of the Loch Diamond" and her encore song of "The Dear Little Shannock" which was enthusiastically received. Miss Banvard in the "Queen of Kensington" was also excellent. Two very good duets—one including a well performed Irish jig and the other a dance with high jicking, and tambourine accompaniment—were also given during the evening, the whole reaching a very high standard of excellence.

The performance concluded with a short farcical sketch, entitled "Tit for Tat," the characters in which were rendered by Madam Bell, Miss Banvard, Mr. Banvard and Wally Banvard, an extremely lively and well acted little piece.

We cannot conclude this notice without extending our sympathy to the company on their ill luck in finding the City Hall unavailable, but their undoubted talent will, we think, succeed in carrying them through these unavoidable difficulties.

Another performance is to be given to-night, when a number of changes will take place in the programme and an effort will be made to surmount the difficulties connected with the stage.

The company are giving an entertainment at the Peak on Tuesday and Wednesday next. (Communicated.)

THE HARBOUR MASTER'S REPORT.

We make the following extracts from the Report of the Harbour Department, for 1900, as published in the *Gazette*:

SHIPPING.

The total tonnage entering and clearing during the year 1900 amounted to 18,445,34 tons, being an increase, compared with 1899, of 343,823 tons.

There were 41,223 arrivals of 9,228,762 tons, and 41,232 departures of 9,216,573 tons.

Of British ocean-going tonnage, 2,811,036 tons entered, 2,811,40 tons cleared.

Of river steamers (British) 1,746,674 tons entered, and 1,745,178 tons cleared; making a grand total of British tonnage, of 9,155,198 tons entering and clearing.

Of foreign ocean-going tonnage, 2,455,086 tons entered, and 2,455,311 tons cleared.

Of foreign river steamers, 8,286 tons entered, and 8,286 tons cleared; making a grand total of Foreign tonnage of 4,866,660 tons entering and clearing.

Of junks in foreign trade, 1,604,632 tons entered, and 1,602,214 tons cleared.

Of junks in local trade, 602,148 tons entered, and 595,963 tons cleared.

Thus—

British ocean-going tonnage represented	3,07
" river "	19.0
Foreign ocean-going "	26.3
" river "	0.1
Junk (foreign trade) "	17.4
(local trade) "	6.5

Five thousand three hundred and ninety-five (5,395) steamers, 78 sailing vessels and 17,732 junks in foreign trade entered during the year, giving a daily average of 63.6 as against 69 in 1899.

For European-constructed vessels the daily average entry would be 14.99 against 14.91 in 1899, and of the vessels entering 68.77 were British.

For vessels under the British flag a comparative table for 1899 and 1900 shows an increase of 103 ships measuring 450,182 tons, but when taking into account the decrease in river trade under this flag, viz., 111 vessels of 58,317 tons, the actual increase in ocean-going trade would be 214 ships of 488,499 tons. The falling off in river trade may be wholly ascribed to the steamers *Sauhui*, *Wuchow*, *Hoi Tong* and *Kauai Lum* being sold and off the run.

Of the increase mentioned above the chief factors are:—(i) The turning over of many of the China Merchant Steamers to British colours; (ii) the fact of a greater percentage of tramp steamers calling than heretofore (principally carrying coal); (iii) the increased size of the liners on home routes; and (iv) the fact of some of the coasters calling at the port more frequently than they did last year.

For vessels under Foreign flags there is a numerical decrease of 68 shown, but with an increased tonnage of 15,483 tons, the falling off in vessels is ascribed to the turning over of a portion of the China Merchants' fleet to the British flag, also further augmented by a falling off in vessels under the United States, Japanese, and Norwegian colours. The increase in tonnage is explained by the greatly increased size of many of the German steamers, also to the Scottish Oriental Steamship Company turning over to German colours, which has considerably augmented the tonnage under this flag. Vessels under French colours have also helped to enhance the increase, which is explained by their making more trips than were made last year.

The actual number of ships of European construction (exclusive of river steamers) entering the port during the year 1900 was 709, being 363 British and 346 Foreign.

These 709 vessels entered 3,140 times and gave a total tonnage of 5,267,922 tons. In 1899, 303 vessels entered 3,361 times and gave an aggregate tonnage of 4,949,183 tons.

Thus 106 more vessels entered 79 more times and gave a total tonnage increased by 326,804 tons.

The 363 British ships carried 2,667 British officers and 15 Foreign officers, as follows:—British, 266; Danish, 3; German, 4; United States, 8; giving a total of 2,682.

The proportion of Foreign officers was, therefore, 55 per cent., comprising 3 nationalities—a decrease of 61 per cent. with an increase of ships.

The 346 Foreign ships carried 2,291 officers, of whom 274 were British, borne as follows:—In Japanese ships, 133; Chinese, 60; German, 39; United States, 19; Dutch, 8; French, 6; Russian, 6; Portuguese, 3; giving a total of 274.

The boy Theodore Thomas was discharged from the Kennedy Town Hospital to-day.

Miss Calcutt is convalescent but still weak.

Miss Helstot and the remainder of the European patients are progressing favourably.

THE FALL OF THE BEACH-COMBER.

The proposition of British officers in Foreign ships was, therefore, 11.9 per cent., distributed among 8 nationalities, a decrease of 3.7 per cent. in 1899, with an increase of 55 per cent. of the crews of British vessels—18.4 per cent. were British; 1.1 per cent. were other Europeans; 50.3 per cent. were Asiatics. Of the crews of Foreign vessels—1.8 per cent. were British; 28.9 per cent. were other Europeans; 69.3 per cent. were Asiatics. This shows a slight falling off of Asiatics with a corresponding increase in the proportion of Europeans. At the same time there is an increase in the percentage of "Other Europeans" employed in British ships, and a slight falling off of British seamen employed in Foreign vessels.

TRADE.

The principal features to be remarked as to the trade of the port for the year 1900 are:—(i) a great increase in sugar imports amounting to 76.6 per cent.; (ii) a great increase in timber showing 74.2 per cent.; (iii) a great increase in flour representing 66.1 per cent.; (iv) a great increase in coal imports amounting to 65.7 per cent.; (v) a large increase in hemp representing 60.7 per cent.; (vi) bulk oil is almost at a standstill compared with last year, but case oil shows a decline of 10,600 tons; (vii) the rice trade which reached its culminating point last year, has fallen back by 98,801 tons and may now be said to be at its normal condition. The net increase in imports reported amounts to 422,717 tons. In exports there is a decrease of 70,566 tons. The transit cargo shows an increase of 190,46 tons.

The foregoing information regarding trade statistics must be taken as a rough approximation only.

The total import trade of the port for 1900 amounts to 23,205 vessels of 8,626,614 tons carrying 6,342,128 tons of cargo of which 4,198,389 tons were discharged at Hongkong. This does not include tonnage, number of cargos of local trade junks.

Similarly, the export trade for 1900 was represented by 23,000 vessels of 8,626,109 tons carrying 8,53,603 tons of cargo, and shipping 489,456 tons of bunker coal. Comparing this with 1899, we find that the import trade has increased, the increase being general among all the classes. The transit cargo has also increased in classes I and II but in class II a falling off of 97,550 tons is shown. In exports, although the tonnage cleared has increased by 57,82 tons, yet the number of vessels is less by 4,802 and the export cargo has diminished by 77,893 tons. During the year 10,910 vessels of European construction of 14,022,167 tons (net register) carried 8,170,757 tons of cargo, as follows:—import cargo, 3,604,322; export cargo, 1,933,239; transit cargo, 2,143,749; bunker coal shipped, 480,456; giving a total of 8,170,757.

The total number of tons carried was, therefore, 58.3 per cent. of the total registered tonnage, or 74.5 per cent. exclusive of river steamers, and was apportioned as follows:—Imports—British ships, 2,036,697; Foreign ships, 1,573,625; total, 3,604,322. Exports—British ships, 1,188,608; Foreign ships, 744,622; total, 1,933,239. Transit—British ships, 1,191,713; Foreign ships, 1,004,576; total, 2,143,749. Bunker coal—British ships, 274,081; Foreign ships, 214,775; total, 489,456. Grand total, 8,170,757.

REVENUE.

The total revenue collected by the Harbour Department during the year was \$146,039.12 being an increase of \$55,483.62 on the previous year. (1) Light Dues, \$55,370.38; (2) Licences and Internal Revenue, \$47,419.30; (3) Fees of Court and Office, \$143,204.44; being a total of \$246,039.12.

STEAM LAUNCHES.

On the 31st December, there were 179 steam launches employed in the Harbour; of these 95 were licensed for the conveyance of passengers, 84 were privately owned, 15 were the property of the Colonial Government, and 6 belonged to the Imperial Government, in charge of the Military Authorities.

EMIGRATION.

Eighty-three thousand six hundred and forty-three (83,643) Emigrants left Hongkong for various places during the year; of these 53,385 were carried by British ships and 30,258 by Foreign ships; 121,322 were reported as having been brought to Hongkong from places to which they had emigrated, and of these, 92,870 were brought in British ships and 28,452 by Foreign ships.

SEAMEN.

Eighteen thousand five hundred and twenty-three (18,223) seamen were shipped, and 22,083 discharged, at the Mercantile Marine Office and on board ships during the year.

SHIPMENT.

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REMAINING IN N. CHINA.

Pekin.

2 Cos. and Batt. R. W. Fusiliers.

Details, No. 2 Coy. S. Div. R. G. A.

B/15 British Field Hosp.

Tientsin and Shanhaikuan.

Headquarters Command and Staff.

Director Railway and Staff.

Nos. 3, 4, & 5 Sec. 1 Pr. Vic. Maxim, R.A.

2 Cos. and Batt. R. W. Fusiliers.

14th Sikhs.

3rd Madras Infantry.

1st, 4th Gurkha Rifles.

Hongkong Regiment.

Printing Sections Bombay S. and M.

Telegraph Sec. Bengal S. and M.

Supply and Column Dept.

Field Post Offices.

Hospital Sections.

Shanghai.

Command and Staff.

1 Sec. 1 Pr. Vic. Maxim, R.A.

2nd R. Jap. Regts.

10th Bombay Infantry.

Supply Depots, etc. etc.

To the opinion of many Chinese, as I think

they are not sufficient

to leave, even when the contributions of

other Powers are thrown in. Many think at

least 10,000 will be required to keep the lines

of communication in order. It is a big

Mails.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY).



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.

DESTINATIONS.

SAILING DATES.

WAKASA MARU	MARSEILLES, LONDON & ANTWERP, VIA SINGAPORE, PENANG, COLOMBO AND PORT SAID	FRIDAY, 12th July, at Daylight.
J. B. McMillan	MOJI, KOBE and YOKOHAMA	TUESDAY, 16th July, at Noon.
HIROSHIMA MARU	KOBE and YOKOHAMA	FRIDAY, 19th July, at Daylight.
T. Murai	BOMBAY, VIA SINGAPORE, and COLOMBO	FRIDAY, 19th July, at Noon.
BINGO MARU	NAGASAKI, KOBE and YOKOHAMA	FRIDAY, 19th July, at Noon.
F. Davies	SYDNEY and MELBOURNE, VIA TOWNSVILLE and BRISBANE	FRIDAY, 26th July, at 4 P.M.
KAGOSHIMA MARU	SYDNEY and MELBOURNE, VIA TOWNSVILLE and BRISBANE	FRIDAY, 26th July, at 4 P.M.
K. Kori	MANILA	THURSDAY, 1st August, at Noon.
KASUGA MARU	MANILA	THURSDAY, 1st August, at Noon.
H. Fraser	MANILA	THURSDAY, 1st August, at Noon.
YAWATA MARU	MANILA	THURSDAY, 1st August, at Noon.
A. E. Moses	MANILA	THURSDAY, 1st August, at Noon.

* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further Information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, 1st Floor, Chater Road.

A. S. MIHARA,
Manager.

Hongkong, 29th June, 1901.

TOYO KISEN KAISHA.—NORTHERN PACIFIC STEAMSHIP COMPANY.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)

NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)

AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)

PROPOSED SAILINGS FROM HONGKONG.

VIA SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

FOR VICTORIA, B.C., AND TACOMA, IN CONNECTION WITH NORTHERN PACIFIC RAILWAY CO.

Steamers. Captains. Proposed Sailings.

Olympia 3,337 J. Truebridge July 16

Glenogle 3,750 W. Frakes July 26

Tacoma 2,811 J. Alwen Aug. 6

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

HONGKONG TO LONDON £52.

Excellent accommodation. First-class Table, DOCTOR and STEWARD carried.

Passengers to EUROPE may proceed by one of the first class ATLANTIC-MAIL LINES.

HONGKONG TO NEW YORK £48.

The Railroad travelling is second to none on the American Continent; two trans-continental trains daily from TACOMA. DINING CAR is attached to trans-continental trains day and night; TACOMA to NEW YORK in 48 days.

Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route.

HONGKONG TO VICTORIA, TACOMA £35.

The best route to the KUNDYKE GOLD FIELDS. Frequent Sailings from VICTORIA, TACOMA to DVEA and ST. MICHAEL.

Rates of Passage to other Points on application.

Special rates allowed to members of Government Services.

For further Information as to Passage or Freight, apply to

DODWELL & Co., LIMITED, General Agents.

Hongkong, 26th June, 1901.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

A freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

GEORGE ECKLEY, Acting Agent.

Hongkong, 4th July, 1901.

PORTLAND AND ASIATIC STEAMSHIP COMPANY.

Agents for and in connection with THE OREGON RAILROAD AND NAVIGATION COMPANY, Operating the New First-class Steamships "INDRAVELL," "INDRAPURA," "KNIGHT COMPANION," between HONGKONG and PORTLAND (OR.). Calling at SHANGHAI, NAGASAKI, MOJI, KOBE, and YOKOHAMA.

THE Steamship "INDRAPURA," will be despatched for PORTLAND (OR.) on FRIDAY, the 12th instant.

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Points.

For through Rates of Freight and further Information communicate with or apply to ALLAN CAMERON, General Agent, or to

DODWELL & Co., LIMITED, Agents.

Hongkong, 5th July, 1901.

PROPOSED SAILINGS FROM HONGKONG.

"HUDSON" about 1st Aug.

"HEATHBURN" about 15th Aug.

"JUPITER" "SATSUMA" "RICHMOND CASTLE".

For further Particulars, apply to

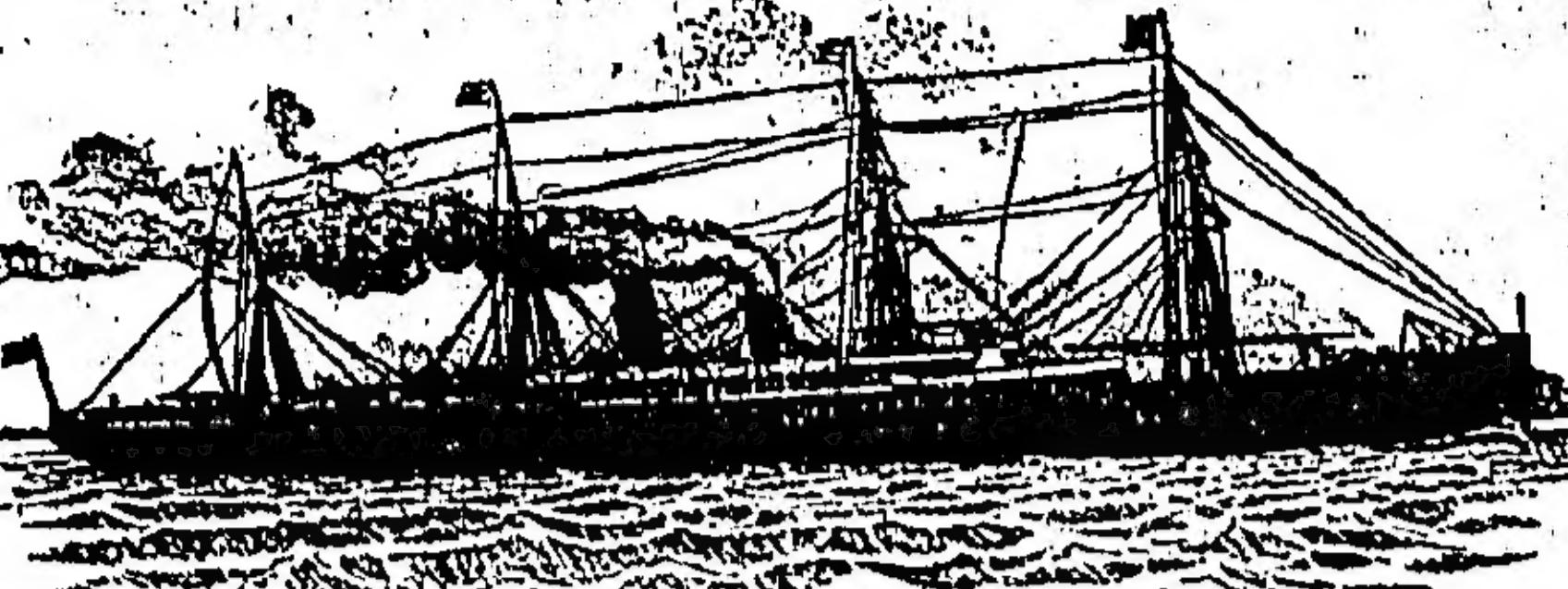
DODWELL & Co., LIMITED, Agents.

Hongkong, 5th July, 1901.

[645]

Mails.

U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE;

PROPOSED SAILINGS FROM HONGKONG.

"CITY OF PEKING"	SATURDAY, 13th July, at Noon.
"GAELIC"	TUESDAY, 23rd July, at Noon.
"CHINA"	TUESDAY, 6th August, at Noon.
"DORIC"	THURSDAY, 15th August, at Noon.
"PERU"	SATURDAY, 31st August, at Noon.
"COPTIC"	TUESDAY, 10th September, at Noon.

THE P.M. Company's Steamship "CITY OF PEKING" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, INLAND SEA, KOBE, YOKOHAMA and HONOLULU, on SATURDAY, the 13th July, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada.

Passengers holding through ORDERS TO EUROPE have the choice of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (first class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Officials in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN POINTS, Special rates (first class only) are confined and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Return Passage.—Reduction will be made to passengers who do not hold return tickets, making the return journey between ports in the Orient and Honolulu or beyond, within twelve months.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing, Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany each shipment of Cargo or parcel (valued at \$100. Gold or over) destined to Points, beyond San Francisco, in the United States, should be sent to the Company's Office addressed to the Collector of Customs at San Francisco.

Merchant's Invoice will be sufficient for cargo or parcel (each shipment) when the value is less than \$100 U.S. Gold.

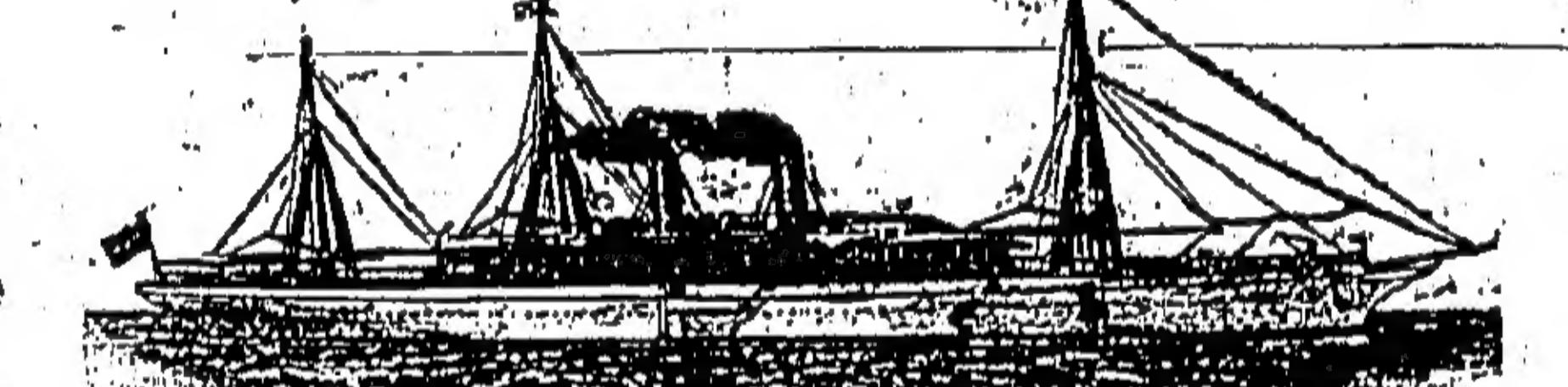
For further Information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

GEORGE ECKLEY,

Acting Agent.

Hongkong, 27th June, 1901.

CANADIAN PACIFIC RAILWAY COY'S ROYAL MAIL STEAMSHIP LINE.



SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)

Twin Screw Steamships—6,000 TONS—10,000 Horse Power—Speed 19 Knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPEROR OF JAPAN...Comdr. H. Pybus, R.N.R....WEDNESDAY, 17th July.

EMPEROR OF CHINA...Comdr. R. Archibald, R.N.R....WEDNESDAY, 7th August.

EMPEROR OF INDIA...Comdr. O. P. Marshall, R.N.R....WEDNESDAY, 28th August.

THE magnificient Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD.

Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan-Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIOUSNESS OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to

D. E. BROWN, General Agent, Pedder's Street.

Hongkong, 26th June, 1901.

[646]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEN, SUEZ, PORT SAID, FIUME and TRIESTE.

(Taking Cargo at through Rates to the BRAZILS, to SOUTH AFRICA, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS).

THE Company's Steamship.

"INDRANI,"

Captain will be despatched as above on or about the 10th of July.

For Freight, apply to

JARDINE, MATHESON & Co., Agents.

Hongkong, 14th June, 1901.

[529c]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEN, SUEZ, PORT SAID, FIUME and TRIESTE.

(Taking Cargo at through Rates to the BRAZILS, to SOUTH AFRICA, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS).

THE Company's Steamship.

"MARIA VALERIE,"

Captain Berberovich, will be despatched as above on WEDNESDAY, the 17th instant, P.M.

Silk and Valuables are transhipped on arrival at Bombay into an accelerated liner.

For Information as to Freight, apply to

SANDER, WIELER & Co., Agents.

THE HOSHI ASSASSINATION CASE.

The Kobe Herald of the 27th ult., says.—Mihashi Fude, concubine of Iba Sotaro, was heard as a witness in the Hoshi assassination case by Judges Nakagawa and Satomi at the Preliminary Court of the Tokio Chiba Saito yesterday afternoon.

Sato Toyoharu, proprietor of a bath house at a hot spring in Shimo Shibuya, Toyotamagori, where the assassin spent some days before setting out upon his horrible mission, was also summoned before the Court yesterday.

Baron Kusumoto Maataka and Mr. Shimada Saburo have received various letters threatening their lives, alleging that they were the instigators of Iba, who murdered Mr. Hoshi. The police authorities have told off special guards to prevent any would-be assassins from carrying out their designs. The Komin Association of Nihonbashi-kun commenced to send provisions to Iba yesterday. It is also reported that some parties are collecting subscriptions for the family of Iba Sotaro.

THE HANOI EXHIBITION OF 1902.

The coming Exhibition of Hanoi will comprise three principal divisions for exhibitors.

(1) France and her Colonies

(2) French Indo-China

(3) The Countries of the Extreme Orient

These will be again sub-divided, and the various objects will be classified into groups, viz.—

(a) Group—Archaeology, Ethnography, Science, Fine Arts and Literature.

(b) Group—Agriculture, Commerce, Industry, Mineralogy and Metallurgy.

(c) Civil Engineering, Public Works, Mechanics, Electricity and Means of Transport.

Geographical order will be observed giving each country a distinct place, and every facility will be given so as to have a grand display in the same line of materials from each country, exposed in order for comparison. As, for example, agricultural products, objects of industry, trade and handicrafts, of the different countries exposed side by side in regular order.

According to the general plan adopted, the Exhibition will be divided firstly: In the Central Palace which is intended for the Museum of Tonkin, secondly: In the Galleries and Pavilions which are situated on the right and left of the Central Palace. Thirdly: The vacant places on which special pavilions will be erected according to the requirements of the occasion.

The general plan being adopted and completed, the Commissaire General proposes to set apart the Central Palace specially for the exhibits of the first group, and the galleries of the left and right for the Second and third groups.

Of course many exceptions will have to be made according as it is found necessary in the course of events. All classes of precious stones, and other valuable objects will be exposed within the Central Palace. Every precaution will be taken so as to have the exhibits placed in Geographical order, so as to avoid the mixing or confusing of the various products from the countries represented, in order that visitors may be able to see and compare them at leisure. Great activity prevails in the town of Hanoi at present, and the work is being pushed ahead very satisfactorily and rapidly.—*Siem Reap Free Press*.

TOO MUCH S. P. C. A.

It would appear, says the *Ramay Gazette* of the 17th ult., that the carters who struck work in Calcutta on Saturday have a very genuine grievance. Without discussing the truth or otherwise of their allegations that police underlings extort money from them on the smallest pretext, it seems that the provisions of the Cruelty to Animals Act are far too rigorously observed in Calcutta. For working animals with sores on their necks or flanks, carters are fined as much as twenty rupees, representing the earnings of a month, while they have to pay four annas a day for keep of each animal while it is being treated at the Veterinary Hospital. We have no desire to extenuate cruelty, but it ought to be remembered that the men belong to a class which cannot appreciate the finer sentiments of civilization. The fines levied on them ought to bear some proportion to the circumstances. Surely it would be sufficient to punish the men, except in instances of very gross cruelty, with fines of a few annas at a time, just sufficient to let them realize that they are committing an offence. As it is, apart from the opportunities afforded to official subordinates for extorting bribes, the carters believe that they are the victims of a brutal and capricious Government, seeking for excuses to deprive them of their hard-earned money. Not only carters but the gari drivers, who struck the other day, suffer in the same way. And the extraordinary fact is that, in spite of the exertions of the S.P.C.A. Agents and the Police, nowhere in India will there be found more miserable cattle and horses than are to be seen in Calcutta. On the other hand how can we expect carters and drivers to keep their animals in good condition, when the money that might have been spent in feeding them has to be paid away in fines and, as the men assert, to greedy "parawallahs."

THE CHINA COASTING TRADE.

Glasgow correspondents make the following inquiry:—

May 28th, 1901.

TO THE EDITOR OF *Fairplay*.

Sir.—Can you explain how it is that foreign tonnage is so predominant in the "tramp" China coasting trade? I enclose a recent Hongkong fixture list, from which you will see that out of 22 steamers only two are British. Yours, etc.,

ENQUIRER.

The coasting trade of China, which is mainly between Saigon and Hongkong, has for some years been carried on nearly entirely by German vessels, several of which have been built especially for the trade. They are able in competition to accept; if necessary, lower freights than British vessels can afford to take; first, because German sailors receive less wages than the seamen on board British vessels; secondly, because German vessels are insured more cheaply in the German and other Continental markets; and, thirdly, because German vessels are not subject to any load-line, and are therefore able to load more deeply than British vessels. Where British vessels have been taken up by the charterers in the trade, the crews have in some instances caused trouble by complaining that the boats have been loaded too deeply. Charterers have taken note of this, and have come to prefer German tonnage, in connection with which no such trouble (leading often to detention and inconvenience) arises.—*Fairplay*.

UNCLAIMED LETTERS AT THE POST OFFICE

Letters for the following persons lie unclaimed at the Post Office:—

Ajwin, Miss Matusenn, J. F. Hall, J. L. Tchervinsky, 4002.
Agathe, G. Mui, Miss A. Hall, J. L. Utan Singh, I.P.C. 774.
Alan, Mrs. W. J. Mein, W. Hall, Capt. F. (2) Utu Singh, I.P.C. 774.
Andrew, Miss MacCallum, D. Hayashi, S. Vasey, Mrs. L.
Anderson, Mrs. Machiowsky, P. von Venura, G., Hongkong,
Arnold, Miss Medical Officer Herman Singh (Singapore), to Kawamoto, (Man-
Atherton Moffatt, Dr. A. T. Monteiro, T. M.).
Atkinson Mullins, J. H. M. Mehta, Miss S. Singapore).
Aherm, J. McKinnon, J. F. Jeewan Singh, I.P.C. 664.
Barton, A. L. L. Miss A. Zuniga, M. M. Koch, Carl.
Bauisinc, W. T. Marshall, C. W. List of Registered Covers for Merchant
Burroughs, Miss C. McGill, W. E. Ships.
Byron, A. C. McCracken, W. R. S.S. Assor.....G. Nazinovich.
Boyd, Mrs. J. Miller, R. E. "Atlas".....M. Richardson.
Burrow, J. E. Meneck, H. S.S. Changsha.....G. Groves.
Burden, A. Mauricio, B. "China".....Capt. Moore.
Burke, Miss Nicol, J. A. "Deuacion".....M. J. Garbutt.
Bennett, E. F. Money, R. J. "Dragonman".....J. W. Holland.
Baydon, P. Mordey, W. G. "Elis Norsach".....J. J. McCarthy.
Bates, H. Nicols, G. "Emma Luyken".....Capt. Wallis.
Budgen, J. Nabholz, P. "Hailan".....R. Olsen.
Barton, Miss A. Osborne, E. "Hating".....A. E. Tilton.
Bishop, W. C. Paisis, G. "Kashin".....Capt. Sanderson.
Bailey, E. Plontowsky, Parkinson, Dr. T. W. "Manel Laguna".....E. Nelson.
Brattain, R. R. Plummers, H. B. "Phra C. C. K.".....Mr. Shepherd.
Besnard, Madame Palmer, Rev. T. W. "President".....R. B. Munro.
Bernardo, Mr. M. Carridge, J. "Radley".....John Mann.
Bradley, Mrs. H. V. Plumb, H. B. U.S.H.S. Relief.....Chas. McFeeley.
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Cary, E. H. Paschano, D. J. S.S. Reva.....C. Cantoniias.
Carlton, P. Palmer, C. D. "Saint Jerome".....Capt. A. Jones.
Colby, J. H. Palmer, C. D. "Shantung".....Capt. Quail.
Cameron, Misses Ruse, E. P. "Shantung".....Miles.
F. & R. R. Roberts, H. C. "St. Dunstan".....J. Kinock.
Clyde, Miss Robinson, & Co., J. "Tsinan".....Capt. Anderson.
Callieau, M. Richard, Prof. "Ula".....R. O. Llold. (2)
Connie, J. Remedios, Mrs. F. M. List of unclaimed Telegrams lying in the
Calicot, Miss N. Robinson, C. T. Joint Telegraph Companies' Offices
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Deas, W. P. Rutherford, Mrs. H. H. Amos, Mendic.
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Foot, Capt. F. E. Ridgway, T. Cheong Seng Loong, Steamer Wineland.
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Fernandes, C. Shrewsbury, R. W. Chuhangchang, Thi.
Field, H. C. Sawdavia, Miss Siv, R. T. P. Dredge, Toksham.
Forster, Dr. Spiller, M. Wattnabe, Messagerie.
Fernald, F. L. Sambarone, Dr. F. G. John Wheeler, Velisumoto.
Flores, P. Sanyer, N. M. Koaline, Yuenhopai.
Giffin, C. Sparrowohn, F. G. P. Santos, Yuenmow.
Glegg, Mr. Snyder, R. Shideler, A. M. Konghinin, 5233, 3266, 3964, 2875,
Godleaux, Mrs. J. Seattle Iron Metal Co. 1311, 2950 (Wing Kong).
Grandt, H. Spiller, M. Kongyuenheng, 1st, West Point).
Godwin, Mrs. Sanyer, N. M. (Two Telegrams), 5502, 7127 (Manlong).
Granger, E. Sparrowohn, F. G. P. Kwongsingloong, 2688, 5288 (Wing Kee).
Glegg, Mr. Snyder, R. (Two Telegrams), 6436.
Godleaux, Mrs. J. Shadwell, J. C. Lapak.
Hodges, Mrs. Thompson, Mrs. A. B. Leile Werthman, 3485, 4713 5002 (Hok Chau).
Hawes, C. H. Takmakoff, 9093, Yuenhophai.
Hallard, F. J. Thompson, P. H. W. Mathew, Joseph, Tor- pedo Depot.
Hark, G. Tong Hong. 5th October, 1801.

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